

EXHIBIT 3

Examples of road plan components from existing National Forest Land Management Plans

Last Updated: August 2016

Topic	Forest	Example of Road Component	LRMP Date
Road density	San Juan National Forest	<p>Road Density Guideline for Water Quality and Watershed Health on SJNF Lands: In order to protect water quality and watershed function, road densities on SJNF lands should not exceed 2 miles/square mile within any U.S. Geological Survey (USGS) 6th level Hydrologic Unit Code (HUC) watershed. In order to protect major surface source water protection areas for municipalities within USGS 6th level HUC watersheds, road densities on NFS lands should not exceed 1.5 miles/square mile. If new road construction is necessary on NFS lands within an area exceeding this density guideline, management actions should be considered that would result in post-construction road densities that are equal to or less than the pre-construction density.</p> <p>The following parameters and constraints will be used to calculate road density for water quality and watershed health:</p> <p>2.13.27a: Roads used to develop road density calculations include those roads on NFS lands only, regardless of road ownership, that are a) open year-long or seasonally to public use and b) closed to public use, but are used for administrative access or are authorized by contract, permit, or other written authorization. Included in these calculations are NFS maintenance level 2–5 roads. Non-motorized and motorized trails and those roads that are closed to all motorized use and/or are in storage are not used for road density calculations. Temporary roads to be used for 5 years or less are not included in these calculations.</p> <p>2.13.27b: Road densities will be calculated within USGS 6th level HUC watersheds on NFS lands only.</p> <p>2.13.27c: Municipal watersheds are USGS 6th level HUC watersheds where the surface source water intake exists for an incorporated town, city, or</p>	2013

		<p>other municipality with a public water supply. The MOU between the USFS Region 2 and the CDPHE states, "Revised Forest Plans will provide direction and desired conditions for municipal supply watersheds/source water areas to protect water quality while allowing for multiple use outputs (per 36 CFR 251.9 and FSM 2542)."</p> <p>2.13.27d: Data used for density calculations will be based on the best available information at the time of analysis.</p> <p>Road and Motorized Trail Density Guideline for Ungulate Production Areas, Winter Concentration Areas, Severe Winter Range, and Critical Winter Range on SJNF Lands: The intent of this guideline is to ensure no net loss of existing habitat effectiveness within the areas listed below. In order to maintain wildlife habitat effectiveness of SJNF lands, road and motorized trail densities should be addressed when analyzing and approving management actions that affect motorized routes. Where management actions would result in road and motorized trail densities exceeding 1 mile/square mile on SJNF lands in the areas listed below, actions should be designed to maintain habitat effectiveness on SJNF lands throughout each mapped polygon. Habitat effectiveness for this guideline is considered maintained when road densities within the CPW mapped areas on SJNF lands listed below are less than or equal to 1 mile/square mile. When road densities exceed 1 mile/square mile within the CPW mapped areas on SJNF lands listed below, densities should not be increased without mitigation designed to maintain habitat effectiveness.</p> <ul style="list-style-type: none"> - Big game production areas (calving or lambing areas) - Elk and deer severe winter range - Elk and deer winter concentration areas - Deer critical winter range <p>The following parameters and constraints will be used to calculate road and motorized trail density for wildlife:</p> <p>2.13.29a: Roads used to develop route density calculations include roads on NFS lands only, regardless of road ownership, that are a) open year-long or seasonally to public use and b) closed to public use, but are used for administrative access or are authorized by contract, permit, or other written authorization. Included in these calculations are maintenance level 2–5 NFS roads. Also included for this calculation are NFS trails that are designated for motorized use. Roads and motorized trails with</p>	
--	--	--	--

		<p>design features sufficient to maintain habitat effectiveness (such as seasonal closures that are determined to be sufficient mitigation), as determined by the USFS biologist, should not be used for final density calculations. Non-motorized trails and those roads that are closed to all motorized use and/or are in storage are not used for route density calculations. Temporary roads to be used for 5 years or less are not included in these calculations.</p> <p>2.13.29b: Data used for density calculations will be based on the best available information at the time of analysis.</p> <p>2.13.31: Road and Motorized Trail Density Guideline for Deer and Elk General Winter Range on SJNF Lands: Where management actions would result in road and motorized trail densities exceeding 1 mile/square mile and where CPW analysis determines that road and motorized trail densities inhibit the state's ability to meet population objectives, SJNF management actions should be designed to reduce the impacts of road density on habitat effectiveness throughout each mapped general winter range polygon. This guideline applies to the portions of each mapped general winter range polygon not covered under Guideline 2.13.29.</p> <p>The following parameters and constraints will be used to calculate road and motorized trail density for wildlife:</p> <p>2.13.31a: Roads used to develop route density calculations include roads on NFS lands only, regardless of road ownership, that are a) open year-long or seasonally to public use and b) closed to public use, but are used for administrative access or are authorized by contract, permit, or other written authorization. Included in these calculations are maintenance level 2–5 NFS roads. Also included for this calculation are NFS trails that are designated for motorized use. Roads and motorized trails with design features sufficient to maintain habitat effectiveness (such as seasonal closures that are determined to be sufficient mitigation), as determined by the USFS biologist, should not be used for final density calculations. Non-motorized trails and those roads that are closed to all motorized use and/or are in storage are not used for route density calculations. Temporary roads to be used for 5 years or less are not included in these calculations.</p> <p>2.13.31b: Data used for density calculations will be based on the best available information at the time of analysis.</p>	
--	--	--	--

	Chequamegon-Nicolet National Forest	Goal 3.1 – Capital Infrastructure: Build and maintain safe, efficient, and effective infrastructure that supports public and administrative uses of National Forest System lands. Retain and progress toward the Forestwide average total road density goal of 3.0 miles per square mile established in 1986. Objective 3.1: Reduce average open and total road density on the Chequamegon-Nicolet National Forests. Use Appendix BB, “Guide for Reducing Open and Total Road Density” and Road Density Map in Map Packet to focus efforts.	2004
Temporary Roads	San Juan National Forest	Standard 2.13.22: No temporary road shall be constructed . . . prior to the development of a project-specific plan that defines how the road shall be managed and constructed. The plan must define the road design, who are responsible parties and their roles in construction, maintenance and decommissioning, the funding source, a schedule for construction, maintenance and decommissioning, the method(s) for decommissioning, and post-decommissioning monitoring requirements for determining decommissioning success.”	2013
	White Mountain National Forest	<u>Standard:</u> Temporary roads must be decommissioned upon completion of the activity for which they were authorized.	2005
Minimum Road System and Subpart A requirements	Monongahela National Forest	<u>Goal, RF02:</u> Provide developed roads to the density and maintenance level needed to meet resource and use objectives. During watershed or project-level planning: a) Update inventory of area transportation system. b) Determine the minimum transportation system necessary to achieve access management objectives. c) Incorporate cost efficiency into construction, reconstruction and maintenance needs. d) Identify roads to decommission, obliterate, replace, or improve that are causing resource damage. e) Integrate needs for off-road parking.	2006
	Beaverhead-Deerlodge National Forest	Goal: The minimum transportation system necessary is identified and managed...	2011

Decommissioning and sustainability	Coconino National Forest	<p>Objective: Naturalize or decommission 200 to 800 miles of unauthorized roads and system roads to create a more cost effective road system and to restore natural resources impacted by roads during the 10 years following plan approval.</p> <p>Guideline: To maintain an efficient and sustainable road system, unneeded roads should be decommissioned. Factors in prioritizing the naturalization of decommissioned and unauthorized roads should include the following:</p> <ol style="list-style-type: none"> 1. Watershed Condition <ul style="list-style-type: none"> - Soils that are receiving, or are expected to receive, damage to the extent that soil productivity is or will be significantly impaired outside of the road prism. - Riparian areas (e.g., springs, wetlands, or stream reaches) that are impaired due to sedimentation or alterations to hydrology related to the road. - Meadows at the TES montane meadows polygon map unit scale that are likely to be or being damaged. - Poorly located, designed, or maintained roads connected to downstream impaired waters, where potential for increased runoff and sedimentation is high. 2. Wildlife, Fish, and Plants <ul style="list-style-type: none"> - Habitats for threatened, endangered, or sensitive species that are susceptible to roads as barriers or roads as mortality hazards. 3. Social and Cultural Values <ul style="list-style-type: none"> - Areas of high or very high scenic integrity. - Roads that provide undesirable access to archaeological sites and areas of traditional cultural use by local tribal members. - Areas where user conflict must be resolved or to ensure public safety. - Semiprimitive nonmotorized ROS objectives as set through environmental analysis. - Roads where use levels or road maintenance causes adverse noise effects to wildlife during key periods in their life cycle or to recreational experiences. - Redundant roads. 	2013
------------------------------------	--------------------------	---	------

		<ul style="list-style-type: none"> - Roads that are not identified on the motor vehicle use map (MVUM), which are not needed for administrative purposes. - Roads that continue to be used for public access despite motorized restrictions. 	
	Jefferson National Forest	<p>Objective 33.01. Analyze transportation system within one watershed per year through watershed analysis, and identify roads to be decommissioned. (See also Objective 1.02).</p> <p>Objective 33.02. Priorities for decommissioning are roads causing resource damage and roads in areas where the desired condition is to reduce open road density.</p>	2004
	Chequamegon-Nicolet National Forest	<p>Guideline: Road decommissioning and restoration priorities:</p> <ul style="list-style-type: none"> • Resource protection and (or) restoration. • Abandoned roadbeds and unneeded access roads associated with road relocation. • Meeting desired road densities within Wilderness study areas, Management Areas 6A and 6B (semi-primitive non-motorized areas), wild and scenic riverways, Moquah Barrens, and Riley Lake Wildlife Management Area. • Meeting desired road densities within Research Natural Areas, Special Management Areas, and Old Growth and Natural Feature Complexes. • Local roads that connect to arterial or collector roads scheduled for reconstruction. • Working towards desired total road density within areas not listed above and shown as 2.0 mile/square mile open road density on Road Density Map (See Map packet). 	2004
Connectivity	Coconino National Forest	<p>Management Approach:</p> <ul style="list-style-type: none"> - Consider wildlife and plant habitat needs early in the transportation and development planning process. - Work closely with the Arizona Game and Fish Department, Arizona Wildlife Linkages Working Group, Arizona Department of Transportation, and others to identify linkages and potential barriers to wildlife movement and to mitigate such threats during project design. 	2013

Cross-boundary integration	Coconino National Forest	<p>Management Approach:</p> <ul style="list-style-type: none"> - Cooperate with the National Park Service (NPS) to identify Forest Service roads near boundaries with national monuments that should be closed or decommissioned from the system to prevent trespass onto NPS land. 	2013
Visitor experiences	Jefferson National Forest	Standard: Road construction is not allowed within Semi-Primitive Motorized or Non-Motorized areas except during an emergency or as subject to valid existing rights and leases. (See standards under Recreation Opportunity Spectrum.)	2004